

DAVID G. REICHERT
8TH DISTRICT, WASHINGTON



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SUBCOMMITTEE ON TRADE

SUBCOMMITTEE ON OVERSIGHT

SUBCOMMITTEE ON SOCIAL SECURITY

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Congress of the United States
House of Representatives
Washington, DC 20515-4708

April 2, 2009

The Honorable David Obey
Chairman
House Appropriations Committee
H-218, The Capitol
Washington, DC 20515

The Honorable Jerry Lewis
Ranking Member
House Appropriations Committee
1016 Longworth House Office Building
Washington, DC 20515

Dear Chairman Obey and Ranking Member Lewis:

I am requesting funding in the FY 2010 Energy and Water Development Appropriations bill, Corps of Engineers, Construction, General Account for the Columbia River Channel. The entity to receive funding for this project is the U.S. Army Corps of Engineers, located at 441 G Street, NW, Washington, D.C. 20314. The funding would be used for deepening the federal navigation channel. I certify that neither I nor my spouse has any financial interest in this project.

I hereby certify that this request will be made publicly available on my Official Website as required by Chairman Obey's new Committee policy that only posted requests will be considered.

Consistent with the Republican Conference's policy on project requests, I hereby certify that to the best of my knowledge this request: (1) is not directed to an entity or program that will be named after a sitting Member of Congress; (2) is not intended to be used by an entity to secure funds for other entities unless the use of funding is consistent with the specified purpose of the earmark; and (3) meets or exceeds all statutory requirements for matching funds where applicable. I further certify that should this request be included in the bill, I will place a statement in the Congressional Record describing how the funds will be spent and justifying the use of federal taxpayer funds.

Sincerely,

DAVID G. REICHERT
Member of Congress



OFFICE OF CONGRESSMAN DAVE REICHERT (WA-08)

PROJECT REQUEST CERTIFICATION

By submitting this request for federal funding, I certify that:

- This project directly benefits the residents of Washington's Eighth Congressional District and merits federal funding assistance.
- None of the funds requested will be used for a new building, program, or project named after a sitting Member of Congress.
- None of the funds requested will be used to secure funds for other entities unless the use of funding is consistent with the specified purpose of the project request.
- For requests where the receiving entity is not a unit of federal, state, or local government, or where the entity receiving the funding will not be providing support to a federal, state, or local government, or will not be providing research, the organization will provide matching funds, including in-kind contributions of 5% or more above the statutory requirement.
- For requests from non-federal, -state, or -local government entities or other public institutions, the organization will submit an End User Letter(s) of Support from a public official representing the direct beneficiaries of the project. This will be inserted into the Congressional Record and disclosed on the Member's Congressional Website.
- Under separate cover, I agree to provide a comprehensive plan outlining the sources of funding for the duration of the project; the percent and source of required matching funds, anticipated sources of the funding for the duration of the project, and a detailed budget for how federal funding assistance will be used to support the project.
- In the interest of transparency, any information submitted with this project request may be disclosed for public review, including but not limited to the Committee or Member's Congressional Website and the Congressional Record.
- Should the project receive federal funding, I agree to disclose whether I hired a lobby firm; if so, the name of the lobby firm; and how much was paid to advocate for this project.

PROJECT NAME: Columbia River Channel Improvement Project

NAME OF PERSON CERTIFYING: Lisa Pomasl

TITLE OF PERSON CERTIFYING: Deputy Director

LEGAL NAME OF ENTITY MAKING REQUEST: Columbia River Channel Coalition

LEGAL ADDRESS OF ENTITY MAKING REQUEST: P.O. Box 903, Clackamas, OR 97015

SIGNATURE:

Lisa Pomasl

DATE:

03/27/09

April 3, 2009

Congressman Reichert
U.S. House of Representatives
Washington

Dear Congressman Reichert:

As you know well, the **Columbia River Channel Improvement Project** is critical to sustaining jobs, international trade and economical development in Washington State and the entire Northwest and upper Midwest.

The Columbia River Channel Coalition (representing over 250 labor, business, agricultural, port, maritime and community organizations in Washington, Oregon, Idaho, and Montana) requests **\$25 million in funding for this project in the Energy & Water Development Act for Fiscal Year 2010. This is the final segment of the project and if funding is received, it can be completed by the end of FY2010.** We appreciate your assistance in securing past federal appropriations.

The project was authorized through the **Water Resources Development Act of 1999** for the **U.S. Army Corps of Engineers (Civil Works)** to construct the project through the **Construction, General Account.**

The total project cost is **\$160 million for construction. The States of Oregon and Washington have both appropriated \$27.7 million to the project for a total of \$55.4 million.**

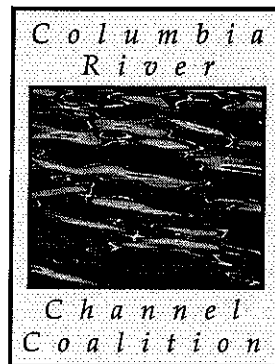
The Corps of Engineers would apply the \$25 million to completing the last. This last mile is located in the navigational channel near St. Helens, Oregon. The rock removal is costly because blasting is likely to be necessary. A blasting operation in a river with significant commercial, fishing, and recreational traffic and endangered species requires extensive and costly safety and environmental precautions.

Deepening the navigation channel will allow ships calling on Columbia River ports to load more cargo, which will yield transportation cost savings for U.S. exporters. About \$18 billion in imports and exports is shipped on the Columbia River each year. Nearly 40,000 jobs with an average annual wage of \$46,000 are directly dependent on Columbia River maritime commerce.

The Corps has determined the national benefit-to-cost ratio to be 1:1.66 (that is, for every \$1 invested in the project, the nation will receive \$1.66 in transportation benefits). The project advances the federal responsibility (with local cost-sharing) to maintain and improve federal navigation channels.

Feel free to contact me at 503-654-4907 or Dave@ChannelCoalition.com with any questions. Thank you for your partnership in building a stronger economy through maritime trade.

Sincerely,
Dave Hunt, Executive Director



The Coalition includes over 250 port, business, labor, agricultural, maritime, and community organizations supporting key infrastructure investments on the Columbia River.

Founded by Lower Columbia River Maritime Ports

*Oregon
Port of Portland
Port of St. Helens*

*Washington
Port of Kalama
Port of Longview
Port of Vancouver
Port of Woodland*

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CRCC@ChannelCoalition.com
www.ChannelCoalition.com

Building A Stronger Economy Through Maritime Trade

FY2010 APPROPRIATIONS REQUEST FORM

REPRESENTATIVE DAVE REICHERT (WA-08)

(ONE project/program per form)

GENERAL INFORMATION

Organization making request: Columbia River Channel Coalition Federal Tax Status: (i.e. 501(c)3) 501(C)(4)

Address: P.O. Box 903

City: Clackamas

State: Oregon

ZIP Code: 97015

Point of Contact(POC): Dave Hunt, Executive Director and Lisa Pomasl, Deputy Director

Phone: 503-654-4907

Email: Dave@ChannelCoalition.com or
Lisa@ChannelCoalition.com

Address: Same as above

City:

State:

ZIP Code:

DC Representation (if any): None

Phone:

Email:

Address:

City:

State:

ZIP Code:

PROJECT/PROGRAM INFORMATION

PROJECT TITLE: Columbia River Channel Improvement Project

Prioritized: 1 of 1 total requests for your organization

Appropriations Bill: (Please check)

☐ Agriculture

☐ Commerce, Justice, Science

☐ Defense

☒ Energy and Water

☐ Interior and Environment

☐ State, Foreign Operations

☐ Labor, Health and Human Services, and Education

☐ Military Construction, Veterans' Administration

☐ Homeland Security

☐ Transportation, Housing and Urban Development

☐ Financial Services

☐ Legislative Branch

Agency/Bureau (i.e. FBI; Corps of Engineers; US Navy; ARS, etc.): US Army Corps of Engineers Civil Works Program

Account (i.e. Buildings and Facilities, Aviation Safety; Capital Improvements, etc): Construction, General Account

Amount requested for FY2010: \$ 25,000,000

Total cost of project: \$ 160,000,000

Minimum amount of FY2010 funding needed to begin or sustain this project: \$ 25,000,000

Is this program authorized? ☒ YES ☐ NO

If YES, bill number:
Water Resources Development Act
Year: 1999

Is this program funded in the President's FY10 budget request? ☐ YES ☐ NO

President's Budget is not yet released.

If YES, amount: \$

Anticipated total future requests: \$ 0 Over the next 0 years - This will complete the final phase of the project.

Local, state and/or private funding sources:

The States of Oregon and Washington have each committed and paid \$27.7 million or \$55.4 million total for the non-federal share of the project's construction cost.

Total Amount: \$ Over the next years

Other sources of Federal funding: None

Total Amount: \$ Over the next years

Federal Agency Sponsor or Program Manager:

US Army Corps of Engineers
Laura Hicks, Project Manager
P.O. Box 2946, CENPP-PM
Portland, OR 97208
laura.l.hicks@usace.army.mil

Office: US Army Corps of Engineers

Phone Number: 503-808-4705

Other agency advocate (if any): None

Office:

Phone Number:

Are you requesting this through any other office(s):

If yes, which office(s):

PROJECT FUNDING HISTORY (FROM CURRENT YEAR BACKWARD)

FISCAL YEAR	PRESIDENT'S REQUEST	ORGANIZATION'S REQUEST	FUNDING AMOUNT	APPROPRIATIONS BILL	ACCOUNT, SUBACCOUNT
FY09	\$ 36,000,000	\$ 36,000,000	\$ 36,000,000	ENERGY & WATER	USACE CONSTRUCTION, GENERAL
FY08	\$ 15,000,000	\$ 25,000,000	\$ 15,000,000	ENERGY & WATER	USACE CONSTRUCTION, GENERAL
FY07	\$ 15,000,000	\$ 15,000,000	\$ 30,000,000	ENERGY & WATER	USACE CONSTRUCTION, GENERAL
FY06	\$ 15,000,000	\$ 40,000,000	\$ 15,000,000	ENERGY & WATER	USACE CONSTRUCTION, GENERAL
FY05	\$ 15,000,000	Unsure	\$ 9,000,000	ENERGY & WATER	USACE CONSTRUCTION, GENERAL
FY01-04	None	Unsure	\$ 10,000,000	ENERGY & WATER	USACE CONSTRUCTION, GENERAL

Executive Summary/Project Description (MAXIMUM 200 Words):

- Please include a discussion of the project's merits, relevance, eligibility, and why it is a valuable use of taxpayer funds.
- Please limit your description to 200 words.
- You may attach additional information, however, please understand that the description provided below will be used for any and all public disclosure requirements.

The project would deepen the federal navigation channel from the Mouth of the Columbia River to the Portland/Vancouver area by three feet (from 40 to 43 feet). Only 54% of the navigation channel (or 3.5% of the 106-mile river from the mouth to Portland/Vancouver) needs deepening. Deepening the navigation channel will allow ships calling on Columbia River ports to load more cargo, which will yield transportation cost savings for U.S. exporters.

The project also provides environmental restoration by creating or enhancing tidal marsh, wetlands, native riparian vegetation, shallows, and fish access to spawning streams in 2,000 acres of fish and wildlife habitat. Deepening the navigation channel will allow ships calling on Columbia River ports to load more cargo, which will yield transportation cost savings for U.S. exporters.

The Corps would use the \$25 million for FY2010 to completely finish the deepening work. The \$25 million appropriation would fund the removal of the rock near St. Helens, Oregon. The rock removal is costly because blasting is likely to be necessary. A blasting operation in a river with significant commercial, fishing, and recreational traffic and endangered species requires extensive and costly safety and environmental precautions.

Justification of funding:

- How does this request fit within the identified bill and account (cite specific precedents and overall purpose of account)?
- How many jobs could this project create and how will it benefit Washington's 8th Congressional District?

The Water Resources Development Act of 1999 authorized the Corps of Engineers to construct the project.

Regionally, about \$18 billion in imports and exports are shipped on the Columbia River each year. Allowing the ships to fully load an additional 6,000 tons of cargo has huge economic impacts. An additional 6,000 tons of grain is worth \$1 million per ship and an extra 6,000 tons of container cargo (estimated 300 containers) is worth \$10 million (e.g. exported frozen potatoes, vegetables and paper products and imported footwear and apparel). The Columbia River is the single largest wheat and barley export gateway in the world and the third largest gateway for grain (wheat, corn, soybeans, and barley).

The project is critical to sustain international trade, jobs, and the transportation infrastructure for Washington and our entire region. This project will save businesses and farmers in our region \$18,800,000 in annual national transportation costs for exports and imports transported via the Columbia River. The project will allow these same ships to fully load, resulting in an additional 6,000 tons of wheat/grain (\$1 million value) and 300 containers (\$10 million) on each ship.

There will be \$1.66 in national benefits for every \$1 invested in project construction.

Washington specific numbers are not available; however, the Corps estimates approximately 40,000 jobs with an average annual wage of \$46,000 are generated by the Columbia River maritime industry. An additional 59,000 jobs are positively influenced. Modernizing the Columbia River channel by deepening it by three feet is crucial to sustaining this maritime trade and employment.

Specific language proposed for Congressman's request to the subcommittee (if any): None

Is there any other relevant information regarding this request that you would like to share?

This is not a new project. The Corps of Engineers and the ports studied the project from 1989 to 2004, and construction has been occurring since 2005.

Also, please see the attached River Map with details and Project Fact Sheet.

CONTINUE FOR DEFENSE REQUEST ONLY:

What is the name and number of the Program Officer for this request?

Have you contacted the Program Officer?

Appropriations Account: (Please check)

☐ RDT&E ☐ Procurement ☐ O&M ☐ Counter Drugs ☐ Medical
☐ Reserve Equipment ☐ National Guard Equipment ☐ Other (DW, for example)

Service: (Please check)

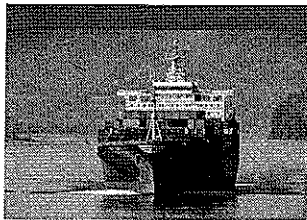
☐ Army ☐ Army Reserve ☐ Navy ☐ Navy Reserve ☐ Marine Corps ☐ Marine Corps Reserve
☐ Air Force ☐ Air Force Reserve ☐ Intelligence ☐ Army Guard ☐ Air National Guard

Line Item Title:

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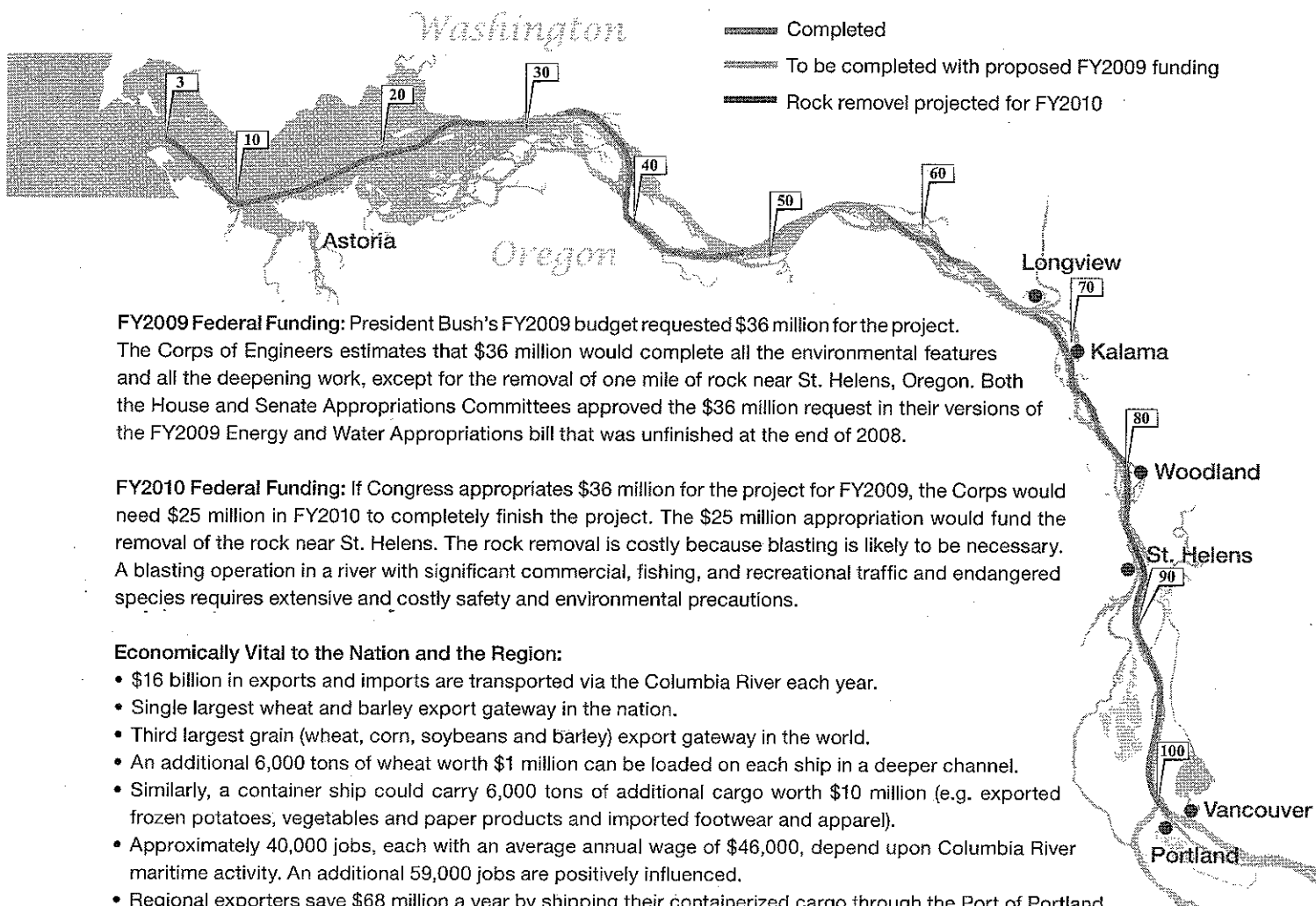
R-1/PE # _____ P-1/Line # _____ TIARA/JMIP (Intel Only) _____

Sub-Activity Group (required for Personnel and O&M):



Columbia River Channel Deepening Project

Deepening Continues: The Army Corps of Engineers began deepening the Columbia River navigation channel from 40 to 43 feet in June 2005. As of January 2009, the Corps had deepened more than 80 percent of the navigation channel.



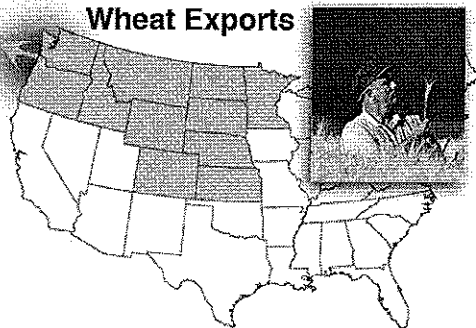
FY2009 Federal Funding: President Bush's FY2009 budget requested \$36 million for the project. The Corps of Engineers estimates that \$36 million would complete all the environmental features and all the deepening work, except for the removal of one mile of rock near St. Helens, Oregon. Both the House and Senate Appropriations Committees approved the \$36 million request in their versions of the FY2009 Energy and Water Appropriations bill that was unfinished at the end of 2008.

FY2010 Federal Funding: If Congress appropriates \$36 million for the project for FY2009, the Corps would need \$25 million in FY2010 to completely finish the project. The \$25 million appropriation would fund the removal of the rock near St. Helens. The rock removal is costly because blasting is likely to be necessary. A blasting operation in a river with significant commercial, fishing, and recreational traffic and endangered species requires extensive and costly safety and environmental precautions.

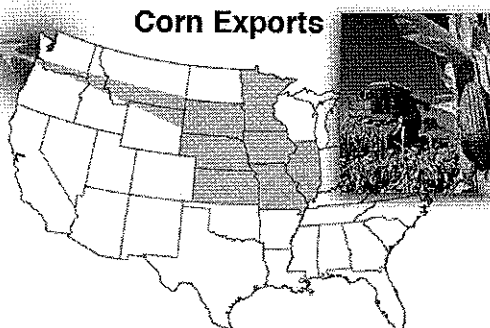
Economically Vital to the Nation and the Region:

- \$16 billion in exports and imports are transported via the Columbia River each year.
- Single largest wheat and barley export gateway in the nation.
- Third largest grain (wheat, corn, soybeans and barley) export gateway in the world.
- An additional 6,000 tons of wheat worth \$1 million can be loaded on each ship in a deeper channel.
- Similarly, a container ship could carry 6,000 tons of additional cargo worth \$10 million (e.g. exported frozen potatoes, vegetables and paper products and imported footwear and apparel).
- Approximately 40,000 jobs, each with an average annual wage of \$46,000, depend upon Columbia River maritime activity. An additional 59,000 jobs are positively influenced.
- Regional exporters save \$68 million a year by shipping their containerized cargo through the Port of Portland as opposed to more distant ports.

Wheat Exports



Corn Exports



Background:

- Total project cost is \$160 million.
- Oregon and Washington State have committed \$55.4 million in non-federal funds.

COLUMBIA RIVER CHANNEL IMPROVEMENT PROJECT UPDATE:

Background: The Columbia River Channel Improvement Project is a collaborative effort between the U.S. Army Corps of Engineers and six Oregon and Washington ports to deepen the Columbia River navigation channel between the ocean and Portland/Vancouver from 40 to 43 feet. The export-dependent Northwest requires a deeper channel to accommodate the larger, more fuel-efficient ships that now transport most bulk cargo and containers.

Economic Benefits: The Columbia River transports over 40 million tons of cargo worth \$16 billion each year. Columbia River maritime activity directly supports 40,000 local jobs with an average annual wage of \$46,000, and positively influences 59,000 more jobs. For every dollar invested in channel deepening, \$1.66 in transportation savings to global markets will result. This project will save businesses and farmers \$18.8 million in annual national transportation costs, plus major regional economic benefits.

Environmental Benefits: The project will also improve the natural environment through several ecosystem restoration projects. The first ecosystem restoration feature was completed in 2004 at Lord-Walker Island (near Longview) to provide improved habitat for migrating juvenile salmon. Additional features will significantly contribute to the health of the river, including restoration of tidal marsh, wetlands, native riparian vegetation, shallows, and fish access to spawning streams in the estuary. These features go above and beyond required mitigation to leave the estuary and river better than before the project. Because much of the channel is naturally deep, only 54% of the channel (or 3.5% of the lower river) requires deepening.

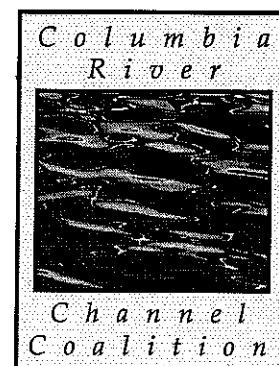
Litigation Successfully Resolved: In 2005, a U.S. District Court judge in Seattle ruled that the Corps, NOAA Fisheries, U.S. Fish and Wildlife Service, and the sponsor ports had properly analyzed the project's impacts under federal law. The judge agreed that the Corps had taken the requisite "hard look" at project impacts and that NOAA Fisheries had properly reviewed the project's impacts to salmon. In 2006, an appeal was favorably decided in support of the project in the U.S. 9th Circuit Court of Appeals in San Francisco.

Construction Status: After nearly 20 years of careful planning, economic analysis, environmental reviews, and federal, state, and local governmental approvals, the Corps' contractor Great Lakes Dredge & Dock Company began deepening the channel in 2005. Over 80% of the 103-mile project is now complete.

Funding Status: The project's total cost is \$160 million. Washington and Oregon appropriated full state matching funds totaling \$55.4 million. Thus far, \$78.76 million in federal funds have been appropriated for the project: \$4.5 million for FY2001; \$2 million for FY2003; \$3.5 million for FY2004; \$9 million for FY2005; \$15 million for FY2006; \$30 million for FY2007; and \$14.76 million for FY2008. If the \$36 million for FY2009 is appropriated (this is the amount in President Bush's FY2009 budget and was also approved by the House and Senate Appropriations Committees in their versions of the FY2009 Energy and Water Appropriations bill that was unfinished at the end of 2008), then the Corps of Engineers will be able to complete all the environmental features of the project, including mitigation and ecosystem habitat, and all the deepening work, except the removal of one mile of rock near St. Helens, Oregon which will cost the \$25 million being requested for FY2010.

Thanks for your continuing support!

Building A Stronger Economy Through Maritime Trade



The Coalition includes over 250 port, business, labor, agricultural, maritime, and community organizations supporting key infrastructure investments on the Columbia River.

Founded by Lower Columbia River Maritime Ports

*Oregon
Port of Portland
Port of St. Helens*

*Washington
Port of Kalama
Port of Longview
Port of Vancouver
Port of Woodland*

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Columbia River Channel Deepening Project - *Project Basics*

WHAT

The Columbia River Channel Deepening project was fully authorized by U.S. Congress in 1999. The U.S. Army Corps of Engineers (Corps) previously conducted a \$6.1 million, 5-year feasibility study that recommended the 40-foot navigation channel be deepened by 3-feet to maximize economic benefits and provide ecosystem restoration improvements for fish and wildlife habitat.

- Construction will remove approximately 14.5 million cubic yards (mcy) of material.
- Initially, maintenance dredging after channel deepening would average 7-8 mcy per year. Once the river balances, the volume of material to be removed for maintenance dredging will be reduced to approx. 3 mcy.

The project sponsors include the ports of Portland and St. Helens in Oregon and Kalama, Longview, Vancouver and Woodland in Washington.

WHERE

The federal navigation channel is approximately 106 miles from the mouth of the Columbia River to the I-5 bridge between Portland, Oregon and Vancouver, Washington. However, the channel is only approximately 600-feet wide, except for turning basins.

WHEN

1990: Reconnaissance study was completed.

1994-1999: Feasibility study and Environmental Impact Statement (EIS) was completed.

1999: Congress fully authorized channel deepening, pledging to fund 65% of costs with the remaining 35% funded jointly by the states of Oregon and Washington.

2000: Congress appropriated an initial \$4.5 million, mostly for ecosystem restoration.

2001: Oregon completed its' \$27.7 million state match appropriation.

2002: Washington completed its' \$27.7 million state match appropriation.

2002: Comprehensive, scientifically credible Biological Assessment completed.

2002: Favorable Biological Opinions issued by federal resource agencies in May.

2003: Final Supplemental EIS and updated benefit/cost analysis was issued by the Corps.

2003: Congress appropriated \$2 million for FY03 for the Corps to begin environmental evaluation actions & monitoring.

2003: Oregon and Washington resource agencies approved environmental permits.

2003: Congress appropriated \$3.5 million for FY04.

2004: Corps issued their Record of Decision approving the project in January.

2004: Corps and Ports sign Project Cooperation Agreement (PCA) in June.

2004: White House OMB completes and approves project in August.

2004: President Bush amends FY05 budget to include \$15 million for project in September.

2004: Environmental restoration began at Lord-Walker Island, near Longview, WA in September.

2004: Congress appropriated \$9 million for FY05.

2005: U.S. House & Senate Subcommittees include \$15 million for FY06 in June.

2005: Federal Judge rules in favor of Channel Deepening in June

2005: 25 percent of Columbia River navigation channel is deepened from 40 to 43 feet – December

2005: Congress appropriates \$15 million for FY06, by year-end 40% of channel will be deepened.

2006: U.S. 9th Circuit Court of Appeals rules in favor of project in August and December

2007: Project received \$30 million for project for FY07 in March of 2007

2007: Congress appropriates \$14.76 million for FY08

2008: President Bush includes \$36 million in his FY09 Budget Proposal to complete the project

WHY

- Our export-based economy depends on an active navigation system. The Corps identified \$18.8 million in annual national transportation savings from channel deepening for farmers and businesses, in addition to major regional economic benefits.
- Channel deepening is a critical part of the regional transportation infrastructure. The current channel can't accommodate the larger more fuel-efficient deep-draft ships, that now dominate the transpacific fleet, when they're fully loaded.
- Rural and urban communities throughout the Northwest will benefit from the project.
- The project provides a positive balance of environmental benefits to the region and nation by avoiding environmental impacts where possible, mitigating for unavoidable impacts, and including ecosystem restoration measures that will leave the river better than it was before the project. The Biological Opinions ensure full compliance with the federal and state environmental laws and regulations.
- Only 54% of the navigation channel (or 3.5% of the 106-mile river from the mouth to Portland/Vancouver) needs deepening.